

## BOYCOTT NOW IS THREATENED

In the refrigerated chambers of the Oceanic liner Ventura that called at Honolulu this morning, en route from Sydney, N. S. W. to San Francisco, there is a small shipment of provisions, that is believed will set in motion the ponderous machinery of a general boycott along the Pacific coast.

A trial order of Australian meat is being forwarded to San Francisco, there to be put on sale by a prominent dealer, in direct and open competition with the coast product.

While it is true that the consignment now carried by the Ventura is not of sufficient magnitude to make much of an impression in the receipts of the meat vendors of San Francisco, to let alone the dealers along the coast, nevertheless, it is predicted that the introduction of Australian beef and mutton into California will create a decided stir.

However this may be, Honolulu received over three hundred thousand pounds of Australian beef and mutton with the arrival of the Ventura. The beef, to the number of fifteen hundred pieces required a considerable portion of the day to discharge and load into waiting wagons. The meat is consigned to the United States quartermaster department to be used in the provisioning of the thousands of troops now stationed in the islands.

Officers in the Ventura expressed considerable indignation over the treatment accorded the vessel on occasion of the last call at Pago Pago. It appears that an American woman had died on board the vessel while enroute from San Francisco to Honolulu. The arrival of the Ventura at Pago Pago was the occasion for the United States naval officials to order an absolute quarantine on the vessel as well as her passengers.

Fair weather was the rule after the liner had cleared the heads that guard Sydney harbor, and the voyage northward was well under way. The liner Sonoma was passed at an early hour on Christmas morning, the two vessels being less than fifteen hundred feet apart.

Six passengers left the vessel at Honolulu. They are members of the Pago Pago naval colony and will remain here for some weeks.

The through list of travelers is a rather small one. There is accommodation on board the Ventura for some two hundred passengers from Honolulu to San Francisco, though it is predicted that less than a score of travelers will avail themselves of the opportunity of a trip to the coast in the popular vessel.

In addition to the large shipment of meat to be left here, the Ventura brought consignments of fertilizer and sundries to the amount of about sixty tons.

The through freight for San Francisco includes copra, wool, vegetables and refrigerated products.

One interesting item is a quantity of grass seed that is to be delivered to the Southern Pacific to be planted at the vast number of stations with a view of beautifying the premises.

Another Like Niagara.

A second liner of the type of the Niagara which is being completed on the Clyde for the Union Steamship Company of New Zealand, is to be built, according to advices received here. The Niagara when completed is to be placed on the run from British Columbia to the Antipodes, and it has estimated that she will be used in the San Francisco service at expiration time. The decision to construct another 4,500 ton liner of the type of the Niagara has just been announced by Sir James Mills, managing director of the company.

The Union Company, it is stated, is closely studying the development of the internal combustion engines of the Diesel type, and the announcement is made that the construction of an experimental vessel, equipped with the new oil burning system, is being seriously considered.—Call.

P. & O. to Extend Service.

Sydney, N. S. W., Nov. 26.—The extension of the activities of the Peninsular & Oriental Company is indicated by the announcement that the sum of five million dollars will be expended on the service from the Cape of Good Hope to Australia. The company is making a strong case for the trade between the Commonwealth and the Union and its enterprise in this direction is of interest to Vancouver in view of rumors that the company is considering an attempt to enter the Pacific trade. The rumor that the P. & O. company proposed to amalgamate with the Cunard steamship company is declared to be without foundation.

More Frequent Calls At Manila.

The new Pacific Mail and Toyo Kisen Kaisha steamship schedule under which liners in the joint trans-Pacific service are to operate between San Francisco-Honolulu, Japan and China ports, calls for more frequent stops at Manila, Philippine Islands, according to the advance sheets received at the agency of H. Packfield and Company. During the past year twelve Pacific Mail and five Japanese liners paid visits to Manila, an indication that the business that formerly went to the tramp freighters has been diverted to the regular commercial liners.

## MANY VESSELS FOR PACIFIC

"The shipbuilding industry of the Nagasaki consular district is in a very prosperous condition," reports Consul Carl F. DeJehman, "and the yards, large and small, are working full time, with many orders for new work on hand."

"The Mitsui Bishi Dockyard and Engine Works at Nagasaki is the largest shipbuilding plant in Japan, and to handle the increased work is making extensive improvements and additions to its plant. The work of reclaiming 470,000 square feet of ground from the harbor in front of its plant is about finished. The company has just erected a large gantry to be used in the construction of a 27,500 ton armored cruiser. This giant gantry is at present the largest in the Orient, the length over all being 790 feet, the width inside of towers clear 115 feet, and the height from the ground to the lower crane rail 133 feet four and three-quarter inches, and to upper crane rail 155 feet and six and three-quarter inches. There will be one 30-ton, two 10-ton, and four 5-ton cranes mounted in the structure, which was completed August 1, 1912, at a cost approximating \$250,000."

"The vessels completed and turned over to their owners by the Mitsui Bishi Dockyard and Engine Works during the first half of 1912 were the Yokohama Maru, of 6,469 registered tons and 5,618 indicated horsepower, for the Nippon Yusen Kaisha, of Japan, and the Himeshima Maru, a steam trawler of 234 tons and 461 indicated horsepower, for the Kihel Goshi Kaisha, of Japan."

"The vessels under construction at the yard on June 30, 1912, were: The second-class 5,000 ton cruiser-Yajagi, for the Japanese navy, which was turned over to the government on July 27; the 780 ton gunboat Yung Fung, for the Chinese Navy, which will be completed the latter part of the present year; the 27,500 ton armored cruiser Kirishima, for the Japanese Navy, whose keel was laid on March 16, 1912; a shelter deck steamer of 9,200 tons gross, 6,600 indicated horsepower, and fitted with geared turbines, for the Toyo Kisen Kaisha; a full scantling steamer of 10,900 tons gross, 10,000 indicated horsepower, fitted with combined system of Parsons turbines and reciprocating engines, for the Nippon Yusen Kaisha; 2 steam trawlers of 250 tons each and 620 indicated horsepower; 2 steam cutters for the Japanese navy; one steam cutter for the Chinese Navy; and one motor launch for the shipyard's own use."

"The Kirishima is to be a sister ship of the cruiser Kongo launched May 18, 1912, at Vickers and Maxims shipyard, Barrow, England, for the Japanese navy. The engines are of 6,400 indicated horsepower and the speed will be 27 1/2 knots. The cruiser will carry 8 14-inch, 16 6-inch, and 20 3-inch guns; the crew will consist of 1,100 officers and men. The principal armament for this vessel will probably be constructed at the Murokan Steel Works in the Hokkaido (Northern Japan)."

"The 5,000 tons cruiser Chikuma, 25 knots speed, built at the Saeho navy yard, near Nagasaki, was completed and went into commission the latter part of May, 1912. The Saeho navy yard now has the largest dry dock in Japan, and perhaps in the Orient. It is 777 feet long, 111 feet wide at bottom, and 38 feet deep over keel blocks. Work is progressing on the concrete pier for the government, which will accommodate 8 large battleships at one time. It will take several years to complete it. The work of enlarging the machine shops, storerooms, and other buildings of the yard is progressing steadily."

"The Fukagawa shipbuilding yard at Wakatsuki, of Okawa, near Saga, at the head of Shimabara Gulf, in Kuishu Island, is making considerable progress. Orders are on hand for two steam launches, each 63 feet long and 13 feet beam, for the Chosen (Korean) government five-steel lighter for use in dredging in the Shimonoeki Straits, and a steam trawler of 250 tons. This yard also constructs railway trucks and tram cars. To provide for the growing business of this plant more land is being reclaimed for the water front, more buildings erected, and the boiler shows enlarged."

"There are several small shipyards in this district, at Nagasaki, Hakata and Shimonoeki engaged principally in repair work and building small coasting and fishing craft, and always have plenty of work on hand."

Britons Tire Of Japanese Alliance.

A movement has recently been started by the British merchants in India and Hongkong chiefly engaged in the shipping business, against the Anglo-Japanese Treaty of Commerce and Navigation now in force. According to the Tokyo Asahi, the British shipowners in Hongkong have made a representation to the Hongkong Chamber of Commerce asking the latter to move a motion to introduce amendments into the Anglo-Japanese Treaty in such a way as to allow the British to engage in the coasting trade in Japan. The matter was communicated to the Manchester Chamber of Commerce for consideration, but it appears that no definite reply has yet been received by the Hongkong Chamber of Commerce. The British merchants concerned urge that whereas

TIDES—SUN AND MOON									
Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide
Dec. 23	3:24	11:15	3:30	11:20	3:36	11:26	3:42	11:32	3:48
24	4:16	12:04	4:22	12:10	4:28	12:16	4:34	12:22	4:40
25	5:00	12:53	5:06	13:00	5:12	13:06	5:18	13:12	5:24
26	5:45	1:42	5:51	1:48	5:57	1:54	6:03	2:00	6:09
27	6:25	2:31	6:31	2:37	6:37	2:43	6:43	2:49	6:49
28	7:08	3:21	7:14	3:27	7:20	3:33	7:26	3:39	7:32
29	7:54	4:10	8:00	4:16	8:06	4:22	8:12	4:28	8:18

Full moon Dec. 23 at 5:59 a. m.

## WEATHER TODAY

Honolulu, T. H., Dec. 27, 1912.  
Temperature—6 a. m., 71; 8 a. m., 74; 10 a. m., 74; 12 noon, 77. Minimum last night, 72.  
Barometer at 8 a. m., 30.18. Relative humidity, 8 a. m., 59.  
Wind—6 a. m., 17E; 8 a. m., 19E; 10 a. m., 13E; 12 noon, 12E. Movement, past 24 hours, 419 meters.  
Dew point at 8 a. m., 59. Absolute humidity, 8 a. m., 53.49. Total rainfall during past 24 hours, trace.

## VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Friday, December 27.  
SAN FRANCISCO—Arrived, December 27, 3 p. m., S. S. Shinyo Maru, hence December 22, 2 a. m.  
SEATTLE—Sailed, December 26, S. S. Columbian for Honolulu.  
S. S. VENTURA sails for San Francisco at 5 p. m. today.

The British Government is granting other nationals the same privilege as the Britishers in the coasting trade in India and other territorial waters, Japan should give a similar privilege to Britishers and other nations. Moreover, the Nippon Yusen Kaisha which is now competing with the British shipping companies in Indian waters is receiving a large subsidy from the Government and for this reason the British shipowners are experiencing great difficulty in competition.

New Japanese Mail Line.

A proposal has been made to extend the Japanese mail service to Adelaide and New Zealand. At a recent meeting of the Yokohama chamber of commerce, the committee passed a resolution to make a representation to the government for the extension of the steamer line between Japan and Australia. The Japan-Australian line is at present maintained by the Nippon Yusen Kaisha under the state subsidy of 400,000 yen, with three liners (Yawata Maru, Nikko Maru, and Kumano Maru), of 3000-3000 tons net, the service being every four weeks. The present arrangements of the line is thought very unsatisfactory and inadequate to keep pace with the progress of trade interests between Japan and Australia, which made a remarkable development in the past few years. As the grant of a state subsidy to the line terminates next March, the chamber is anxious that the government will continue the subsidy on the line for another term, and at the same time to extend the line to New Zealand and Adelaide, making the service at least fortnightly and having steamers, say, of 5000-6000 tons net.

Ship Frye in Baptism of Ashes

PHILADELPHIA, Dec. 4.—The tour masted clipper ship William F. Frye, the largest square rigged afloat, has arrived in this port after a voyage of 160 days from Honolulu, in which it was buffeted by gales and several times escaped peril on the rocks. The Frye had not sighted land since late June until one day a week ago. It was repeatedly blown out of its course and had not been reported for more than two months.

The strangest adventure of the voyage happened Thanksgiving day, off the Delaware capes, for with the abatement of the wind, which died suddenly with an overcast sky, there was a downpour of ashes which covered the deck so deep that it took the crew nearly 20 hours to shovel things off clean again. The captain says it was unquestionably an ash shower from a volcanic eruption somewhere, and while he has heard of similar phenomena before, he never had experienced such a thing.

While rounding Cape Horn, Gujo Hachichiki, a Japanese seaman, was blown from a yardarm 180 feet in the air. They fished him out of the boiling sea five minutes later at the end of a life line, with two nine foot sharks still in pursuit of him.

New Water Route to Siberia

Efforts for a long time have been made to open up trade between this country and Northern Siberia, says the Fall Mail Gazette. Indeed, it will be remembered that several years ago Captain Wiggins organized an expedition to the Kara Sea for the purpose of establishing a regular steamship service during the open season of navigation. Unfortunately, the scheme did not materialize, for, although he carried out his initial plans with considerable success, the difficulties encountered led to an abandonment of the enterprise.

Some twelve months ago, however, the auxiliary barquentine Nimrod, the vessel which took Sir Ernest Shackleton to the Antarctic—was commissioned for a voyage to the Far North, and as a result of the experience then gained, a company was formed, with offices in London and Christiania, for the purpose of trading between England, Norway and Siberia.

Captain Webster, who was in command of the Nimrod, suggested the running of a line of whaling vessels

for the transport of goods from Nova Zembla, on the southwest coast of which there is a magnificent harbor, to the mouth of the rivers Ob and Yenisei. The great difficulty is to make through trips from European ports remunerative, but, as the whalers can count upon three round voyages a year at least, it is proposed that when the Kara Sea becomes blocked, they should be employed in sealing.

At any rate as an initial experiment, the Anglo-Norwegian Company in the spring of this year inaugurated a service from London which, so far, has met with a considerable measure of success. The first steamer got through to the Yenisei with a miscellaneous cargo, including materials for the erection of wireless stations on the island of vaigats, as well as at Cape Maare-Saale, Ugorsk-Shar, and Archangel, towards the coast of which the Russian government has granted £10,000.

Although the vessel encountered dense masses of drift ice, she is now on the return passage to London, and it is believed that when radio-communication is established it will be possible to facilitate trade, as navigators will then be kept well informed about the conditions obtaining in these northern waters.

Coast Steamship Company Builds Hotel.

JUNEAU, Alaska, Nov. 30.—It is understood that the Pacific Coast Company, holding company for the Pacific Coast steamship company and other allied companies, has plans under way for the erection of a concrete, three-story hotel building on the present site of the company's ticket office and up-town warehouse. The new building is to be modern in every way and a tenant has made a satisfactory offer for a long time lease.

Although the location is not all that could be desired, the Pacific Coast steamship company feels that they should improve the property and the hotel project offers the most profitable returns. The company expects to also provide accommodation for the steamship office and the Wells-Fargo Company on the ground floor, and it is probable the U. S. cable office will also be quartered in the new building.

The party holding the option for the lease is not disclosed, but it is understood the sum of \$30,000 will be expended in furnishing the new hotel. The building, including the plumbing and steam heating plant, is to be erected at an estimated cost of \$80,000.

Wireless to Girdle Globe

SYDNEY, N. S. W., December 4.—Arrangements are being completed for the erection of the Port Darwin wireless station, which will be the highest power station in the world.

When this is completed it will be possible to communicate with Singapore, through which messages will reach London via Bangalore, Aden and Cairo.

A high-power station also will be constructed at Pretoria, in order that South Africa may be linked to the chain via Aden.

From New Zealand stations it is intended to communicate with Sydney, thus practically establishing an imperial wireless connection.

## PASSENGERS ARRIVED

Per O. S. S. Ventura from Sydney via Pago Pago: Mr. and Mrs. E. E. Bracken, J. A. Berquist, Miss Helen Bryant, R. E. Bevis, Norman But, Mr. Culley, Mrs. A. B. Culley and child, H. W. Cooper, J. Casey, R. M. Clutter, Mr. E. J. Curran, Mrs. Curran, Master Curran, Miss K. Conway, H. English, A. P. Flockart, Miss Grimlay, Miss Myra Grimlay, R. Grunert, Miss Olive Grunlay, C. Hughes, H. C. Husong, J. A. Jenkins, A. W. Kenner, Miss W. King, A. Klose, A. Langen, Mrs. Madigan and child, W. J. Margan, Miss Morgan, Mrs. MacDonnell, Miss MacDonnell, Frank McCollum, Mrs. Maynard, H. W. Newton, C. C. Spink, Mr. Schenk, Mr. Schenk, Dr. J. Scott, Mrs. Scott, B. Ochirmer, W. D. Wade.

## PASSENGERS DEPARTED

Per stmr. W. G. Hall, for Kauai ports, Dec. 26.—L. Tobriner, Miss H. Couter, Miss D. Guild, Mr. and Mrs. D. Gainer, Mr. and Mrs. Wm. Werner, Mr. and Mrs. J. E. Armstrong, Miss M. Payne.

## PASSENGERS BOOKED.

Per str. Claudine, for Lahaina and Kahului ports, Dec. 27.—Mrs. F. H. Cousin, Miss Isabelle Sherman, Miss Judd, Mrs. A. F. Judd, D. H. Case, Mr. Krause, C. G. Livingston, J. D. McVeigh, Miss E. Smythe, Mrs. J. P. Cockett, Mr. and Mrs. Philip Kekaula and infant, E. Kekaula, D. Kekaula, F. Hanaberg, C. K. Yemato, Mrs. Iwasaki, Alex. Rodrigues.  
Per str. Mauna Kea, for Hilo, via way ports, Dec. 27.—Rev. A. V. Soares, Miss Alice Soares, Miss Kate McIntyre, Miss H. Burton, Miss L. Gill, Miss S. Eubank, Miss B. Chapel, Miss S. Stockwater, Julian Monsarrat, Mrs. H. Letter, Mrs. A. Gantenberg, L. Severance, T. N. Neal.  
Per stmr. Claudine, for Maui ports, Dec. 30.—Dr. and Mrs. S. P. Russell.  
Per stmr. Kinai, for Kauai ports, Dec. 31.—C. S. Dole, Charlotte Stewart, Judge Lyle A. Dickey, Mrs. C. Wolters and child, Miss M. von Hof, Miss H. von Hof.  
Per stmr. Likelike, for Maui and Molokai ports, Dec. 31.—D. Kalaua, James Knoch, Wahlanai Kalaulahi.  
Per stmr. Mauna Kea, for Hilo, via way ports, Jan. 1.—W. Alston, C. W. Ahrens, Miss W. Ahrens, Miss Merrill, Miss M. Damon, Mrs. Emma Lillis.  
Per stmr. W. G. Hall, for Kauai ports, Jan. 2.—Miss J. Stemper, Miss M. Akeo, Miss A. Mahae, Miss H. Sato, Miss A. Wong, Miss A. Ching, Miss M. Y. Loo, Miss E. Ing, K. C. Akana, Miss E. Kalawe, Mrs. S. K. Kaulili.  
Per stmr. Likelike, for Maui and Molokai ports, Jan. 3.—Charlotte Palmer, Mr. and Mrs. Wm. J. K. Nahale and infant, M. Osaki.  
Per stmr. Kolauea, for Kona and Kau ports, Jan. 3.—Miss R. McWayne, R. McWayne.

## SERGEANT MAHER TO REFEREE NEXT FIGHT

Color Sergeant Maher, Second Infantry, has been selected to referee the Madison-Baerstock fight at Schofield Barracks, January 11. Both fighters agreed to Maher as third man in the ring, without argument or quibble, the consent of Madison being obtained this morning, and Baerstock giving his O. K. over the phone immediately after.

Maher is an experienced ring official. He has acted as official referee for athletic clubs in Cincinnati and San Francisco, and he was third man in the ring when Flynn and Gardner met in their championship battle in Denver.

## MAGAZINES FOR THE ISOLATED

The British sloop of war Algerine, which according to postal notification received at Honolulu, sailed some days ago for British Columbia and the south sea, will cover an area in the cruise that will require 185 days to complete.

The fact that the Algerine will call at the Picatin Islands, where the descendants of the Bounty mutineers live, is a reminder of the many interesting points attaching to this people and their mode of life. Captain Brooker, master of the Algerine, gathered clothing, books and other things for the islanders, who have very few visitors. The islanders are of a light copper color, being descendants of Englishmen who intermarried with natives. Their houses, mostly built of lumber sawn by hand from native trees. The men occupy themselves in the main tending their gardens, building boats and fishing. Some grain is grown, but not enough to supply demands, and it is threshed rudely with flails. Flour is the first thing a visiting ship is asked for, vegetables and fruit being given in exchange. The people are of a religious turn of mind and they built a church many years ago which contains an organ sent to the island by the late Queen Victoria. The population is about 150, and the great event of the year is the arrival of a ship.

It is two years since one of the sloops from Esquimaux went to the South Sea Islands. Last year the Shearwater was to have made a cruise, but lost her tail shaft off the Mexican coast, and had to be towed into San Francisco by the Algerine for repairs. Easter Island will be visited. An expedition from England is now busy there investigating mysterious statues and prehistoric stone houses and seeking a solution of the origin of the early inhabitants of the island, which lies about 2800 miles from the South American coast. Malvern, Penrhyn and other islands will also be visited.

## HARBOR NOTES

The bark S. C. Allen is receiving attention on the local marine railway. This vessel has been discharged of a shipment of lumber.  
The American-Hawaiian freighter Missouriian is being discharged of a large amount of mainland cargo at the new Richards street wharf.  
The Oceanic liner Ventura sailing for San Francisco at five o'clock will be supplied with additional quantities of mail destined for the mainland.  
Last word from the Pacific Mail liner Persia, from San Francisco was to the effect that the vessel would reach Honolulu at an early hour tomorrow morning. The Persia brings a later mail.

## MAILS

Mails are due from the following points as follows:  
San Francisco—Persia, Dec. 28.  
Victoria—Zealandia, Jan. 1.  
Coventry—Marama, Dec. 31.  
Yokohama—China, Dec. 30.  
Mails will depart for the following points as follows:  
Yokohama—Persia, Dec. 28.  
Vancouver—Marama, Dec. 31.  
Colony—Zealandia, Jan. 1.  
San Francisco—Ventura, Dec. 27.

## THE SEA.

Who understands the sea? Within its breast  
Seem hidden all the deep, mysterious things  
In human hearts: the tenderness that clings;  
The latent bitterness of life oppressed;  
The joy of youth with love and labor blest;  
The laughter and the tears—all that Time brings  
Seems known unto the sea. The song it sings  
Seems now to speak of torment, now of rest.  
Sometimes it seems a creature full of mirth;  
Sometimes a fearful thing without a friend;  
But whether viewed in passion or repose,  
The sea, from its beginning to its end,  
Is but a babe whose cradle is the earth,  
Rocked by the Hand that made it  
and that knows!  
—Henry Dumont, in "A Golden Fancy," in National Magazine for October.

When the average man starts on the downward path he wants some silly woman to accompany him.

## Honolulu Star-Bulletin

In which is combined the HAWAIIAN STAR, established 1893, and the EVENING BULLETIN, established 1882. Issued Daily and Semi-Weekly by  
HONOLULU STAR-BULLETIN, LTD.  
Publishers, Commercial Printers, Bookbinders,  
Photo-Engravers.

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## PACIFIC MAIL SKIPPER NOW WATCHING BALKAN MIRROR

Capt. Henry E. Morton Takes Cruiser and Titled Guests to Mediterranean

Captain Henry E. Morton, one of the most popular skippers on the Pacific, who has obtained a two-year leave absence from the Pacific Mail Steamship Company to pilot a party of nobility on a remarkable cruise of the world on the yacht of the Duc de Montpensier, has better sport in store for his fellow guests of the Duke's yacht than the hunting of wild game in the Tigris-Euphrates valley.

To friends in San Francisco and Honolulu Captain Morton has written that the plans of the cruise have been altered so that wild game hunting in Asia will be abandoned temporarily for the more thrilling experience of watching the sea battles of the Balkan war.

For a couple of months the party has been cruising in the blue Mediterranean on the yacht Maund, and the future of war in the eastern end of the sea has caught their fancy so hard that they have decided to shape their course toward the Dardanelles and witness a bit of the brisk clash of naval battleships.

There's no Certain for Stage.

No Certain for Stage. The party of European nobles and Captain Morton will linger until the sport of watching fleets of war in deadly conflict becomes so familiar as to lose its zest. The Maund is a yacht of trim lines and has a reputation for great speed. Duc de Montpensier and his guests are relying on the navigating skill of Captain Morton to keep them clear of the shells of warring battleships.

How Sun Would Guard China

SHANGHAI, Dec. 7.—Dr. Sun Yat-sen has presented to President Yuan Shih-kai two plans for saving Mongolia from Russia's hands. The first plan is to issue paper money, and make it legal currency, and at the same time to stop the circulation of both gold and silver money which is likely to impair the price of paper money. Why cannot China fight Russia in face of the latter's insolent attitude? asks Dr. Sun. It is because China is in financial difficulties. By issuing paper money, however, the Chinese can fight Russia without borrowing any foreign money.

The second plan is to safeguard China's territories from a Russian invasion by strategy. Russia is now invading Chinese territories because China cannot fight her. To resist Russia's aggression by diplomatic negotiation is impossible. But the present disputes with Russia can easily be settled if the government issues paper money and this consolidates the finances. At present Russia has a standing of one million men, an army which can be increased to five millions in time of war. China has 500,000 well-trained soldiers, while her militia is almost innumerable. Judging from the present provisions of Russia, it is difficult for Russia to bring 500,000 soldiers to Mongolia within six months, but China can easily dispatch the same number of soldiers to Mongolia at any time. After six months, she can reinforce the army with another 500,000 fresh men. Then China can open fire upon Russia.

This is the plan of operation for the first year. But if China be defeated in the first year of war, she can dispatch two million soldiers to Mongolia in the next year to fight Russia. With these two million troops China can, Dr. Sun believes, not only drive Russia out of both Mongolia and Manchuria, but can recover also the province of Amur from Russia. Should this war end in China's defeat, she can dispatch another force of four millions, and if still China be defeated,

she can prepare in the following year six million troops, and there is no reason why China should not defeat Russia with such a vast force.

Dr. Sun continues:

"By this time we may expect financial difficulties in Russia, together with the uprising of revolutionists. If Russia makes still further attempts at China, we can send in the fifth year eight millions or even ten millions of troops and these troops can sweep over the Russian territory as far as Moscow and even St. Petersburg."

"Some people may think this plan of mine is impracticable. But it is not altogether so. On the contrary I believe it is not necessarily beyond possibility of execution. A modern war requires money, and we can fight Russia without any financial difficulties if the Government adopts my first plan, the issue of paper money. It is not altogether impossible to support ten millions of soldiers in the field for five years by means of the productive capacity of 400,000,000 Chinese people. The present situation cannot be considered in the ordinary way; it must be viewed in an extraordinary way. If we think of it in the ordinary way, China must fall in a war with Russia just as much as if she offers no resistance. Is it not far better to fall fighting for righteousness and humanity especially when there is some hope in this plan of saving China's honor and people from the present difficulties? I hope both the Government and the people will first try to consolidate the finances of the country, and then make preparations for war with Russia."

TRANSPORT SERVICE

Logan arrived in San Francisco, Dec. 12.

Sherman arrived Manila, Dec. 3.

Warren, stationed at the Philippines, Thomas, from Honolulu for Guam and Manila, Dec. 14.

Dix, from Honolulu for Manila, sailed Dec. 8.

W. C.